

IN THE CLAIMS

Please amend as shown in the following listing of claims.

1. (Currently Amended) A power transmission system of an engine for transmitting engine power to a driving wheel, said power transmission system comprising:

a crankshaft driven by the engine, said crankshaft being arranged in a vehicle body in a widthwise direction of the vehicle body;

a sub-shaft which is arranged parallel to said crankshaft and non-concentric with the crankshaft and to which the rotation of said crankshaft is transmitted via a rotary transmission member; and

a belt type continuously variable transmission including a primary shaft and a secondary shaft, said primary shaft being arranged concentrically with said sub-shaft and provided with a primary pulley having a variable groove width; said secondary shaft provided with a secondary pulley coupled to said primary pulley via a belt and having a variable groove width,

wherein the rotation of said crankshaft is transmitted to said primary shaft via said sub-shaft, and said crankshaft is arranged parallel to said primary shaft, and

a clutch member is arranged between said sub-shaft and said primary shaft.

2. (Canceled)

3. (Previously Presented) The power transmission system of an engine according to claim 1, wherein said crankshaft is mounted with a generator.

4. (Previously Presented) The power transmission system of an engine according to claim 3, wherein said sub-shaft is mounted with a recoil starter.

5. (Previously Presented) The power transmission system of an engine according to claim 1, wherein said crankshaft is arranged in front of said primary shaft in a longitudinal direction of the vehicle body.

6. (Previously Presented) The power transmission system of an engine according to claim 1, wherein said secondary shaft is arranged behind said primary shaft in a longitudinal direction of the vehicle body.

7. (Previously Presented) The power transmission system of an engine according to claim 1, wherein said rotary transmission member is a pair of gears mounted on said sub-shaft and said crankshaft.

8. (Previously Presented) The power transmission system of an engine according to claim 1, comprising:

a crankcase that mounts said crankshaft, and
wherein said clutch member is arranged in said crankcase.

9. (Previously Presented) The power transmission system of an engine according to claim 8, wherein said clutch member is a centrifugal clutch.

10. (Canceled)

11. (Canceled)

12. (Currently Amended) A power transmission system of an engine for transmitting engine power to a driving wheel, said power transmission system comprising:

a crankshaft driven by the engine, said crankshaft being arranged in a vehicle body in a widthwise direction of the vehicle body;

a sub-shaft which is arranged parallel to said crankshaft and non-concentric with the crankshaft and to which the rotation of said crankshaft is transmitted via a rotary transmission member; and

a belt type continuously variable transmission including a primary shaft and a secondary shaft, said primary shaft being arranged concentrically with said sub-shaft and provided with a primary pulley having a variable groove width; said secondary shaft provided with a secondary pulley coupled to said primary pulley via a belt and having a variable groove width,

wherein the rotation of said crankshaft is transmitted to said primary shaft via said sub-shaft, and said crankshaft is arranged parallel to said primary shaft,

a clutch member is arranged between said sub-shaft and said primary shaft, and said sub-shaft is mounted with a recoil starter.

13. (Canceled)

14. (New) The power transmission system of an engine according to claim 1, comprising:

a generator; and

a recoil starter;

wherein said generator and said recoil starter are mounted on different axes among said crankshaft and said sub-shaft.

15. (New) The power transmission system of an engine according to claim 14, wherein said crankshaft is mounted with a generator.

16. (New) The power transmission system of an engine according to claim 14, wherein said sub-shaft is mounted with a recoil starter.

17 (New) The power transmission system of an engine according to claim 1, wherein said clutch member is positioned, relative to a lineal frame of reference extending in common with a rotation axis of said sub-shaft, between said sub-shaft and said primary shaft, and said clutch transmits and interrupts the rotation of said sub-shaft to said primary shaft.

18 (New) The power transmission system of an engine according to claim 12, wherein said clutch member is positioned, relative to a lineal frame of reference extending in common with a rotation axis of said sub-shaft, between said sub-shaft and said primary shaft, and said clutch transmits and interrupts the rotation of said sub-shaft to said primary shaft.

19 (New) The power transmission system of an engine according to claim 1, wherein, relative to a lineal frame of reference extending in common with a rotation axis of said sub-shaft, there is lacking an overlap between said sub-shaft and said primary shaft.

20 (New) The power transmission system of an engine according to claim 12, wherein, relative to a lineal frame of reference extending in common with a rotation axis of said sub-shaft, there is lacking an overlap between said sub-shaft and said primary shaft.

21. (New) The power transmission system of an engine according to claim 1, wherein said clutch member is a centrifugal clutch that has a casing that is secured to an interior end of said primary shaft and extends around and past in overlapping fashion an opposing, interior end of said sub-shaft.

22. (New) The power transmission system of an engine according to claim 12, wherein said clutch member is a centrifugal clutch that has a casing that is secured to an interior end of said primary shaft and extends around and past in overlapping fashion an opposing, interior end of said sub-shaft.